



EAA CHAPTER

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• A LOCAL CHAPTER OF THE EXPERIMENTAL AIRCRAFT ASSOCIATION — BOX 229, HALES CORNERS, WISCONSIN 53130 •

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OCTOBER 1982 NEWSLETTER

OCTOBER MEETING: Get your calendars out immediately and mark Sunday October 3rd as our next meeting. We will meet at Brushnahan Airport at Denton. We will have a picnic so please bring your own lunch. Grills will be provided. Rollie said he will be there at 11:00 A.M. and we'll have lunch at 12:30 and end the meeting when everybody leaves. Here are directions for those of you who plan to drive out. Take Saline Ave. south through Denton and follow the curve onto 3rd St. past Parker's Steak House. Continue west for about 1/4 mile to the stop sign. At the stop sign, turn south and go about 3/4 mile to West Yankee Hill Road. Turn west again and take West Yankee Hill Road 1 mile. On the south or left side there will be a mail box marked Hunt - Brushnahan. Take this lane all the way south past the buildings to the hangar closest to the airstrip.

If you're flying in just locate the strip on your sectional chart 1/2 way between Lincoln and Crete. It's a 2,500 foot paved strip.

At our picnic we will need to nominate officers for the '83 term. Please think about this and bring up your nomination at the picnic. If you are not able to attend the picnic, please send your nomination to any officer in the club or call one of us if the mood hits you. Thank you.

SEPTEMBER MEETING: Our September meeting was held on September 7, 1982 at Lincoln Aire. We had quite a few new faces attend and we certainly hope we'll see them again on October 3rd. At our September meeting we discussed the possibility of a state wide EAA fly-in. Mr. Lyle Gamble of the Seward Airport Authority invited us to use the Seward Airport and all of their facilities for this big fly-in if we want to. We have tentatively set the date for June 11th and 12th, 1983. Jim Stephens is the Chapter 569 chairman for this fly-in. We will share the planning and everything else that will need to be done with the other EAA chapters in the state. I was very pleased to see the overwhelming response in favor of having such an event from our members. I will keep you informed of the progress of this event in the coming newsletters.

Also at our last meeting a certain gentleman from Seward who won the best homebuilt award for his KR-2 at our annual Seward picnic presented the Judges of the event, Jim Stephens and Bill Sheahan, with a pair of eye glasses.

We voted, to an extent, to order 75 EAA Calendars which will be here by our November (possibly even October) meeting, so bring some money with you. At this moment you're asking yourself how much \$. The cost will be \$2.50 each.

We also talked about the September 19th open house at the muni airport. At the time you read this it will have already been. I can probably safely say a good time was had by all.

Al Spaulding of Martell, Nebraska has completed and flown his Sonerai II. Al has about 20 hrs. on it and reports that it flies very nice once you get the hang of it. I called Al and invited him to the open house on 9/19. I'll also invite him to our picnic on October 3rd. so come on out and see his airplane.

Kevin Baker of Lincoln has received the green light from the FAA to so fly his Baby Great Lakes. Kevin is doing some final touches on it and will have flown it by the time you get this letter. Hopefully Kevin will fly his airplane over to Denton also.

As you may or may not know, the FAA has given its approval for the use of car gas in the Cessna 150. Surely you are all not so naive as to believe that all you need to do is to pour car gas in your C-150 and so fly. No Sir!! You must have an STC to do so. It just so happens you can purchase this STC through the EAA headquarters. Without this STC you will surely crash and burn. Therefore, to comply with the law and to save your butts from a fiery crash, you can send headquarters \$50 if you're a member, \$65 if you're not, and will receive actually 2 STCs. One of them for your engine and one for the airframe. The STC applies only to Cessna 150 models A-H and J-M. For your \$50 you will get some paperwork and some information that will need to be placed in the aircraft flight manual. I am not aware of just what all is contained in this supplemental material and I'll be darned if I'm going to pay \$50 to find out. I'll let somebody else buy it and I'll read it then. Call me cheap. I was told by the FAA, who by the way were very friendly and helpful, that aside from adding a bunch of stuff to your aircraft flight manual, you will need to placard your gas tanks with something saying that this airplane can burn unleaded fuel of the 87 octane variety. I would guess that for \$50 Paul would not only send you some paperwork but a sticker you could stick to your wing proclaiming you are allowed to burn 87 octane unleaded. In talking with the FAA it was further discovered that you must have an A&I mechanic reset your idle so as to handle the car gas a little better. He also mentioned that your C-150 must have a large spinner on it. What this has to do with burning car gas, I'll never know. I asked him if it needed to be painted EAA blue. He said no and that it was required because the test airplane was so equipped. One thing that was pertinent to burning car gas that was mentioned was that carburetor ice may occur earlier using auto fuel so beware. If by chance you spent the \$50 for this STC, would you please bring it to our picnic and share it with the rest of us. Thank you.

* * * * Coming Events * * * *

Before I forget, the Hastings Chapter is having a fly-in set together on September 26th (Sunday). They are having a breakfast and are a fun bunch to visit with if you can make it.

As mentioned earlier, Jim Stephens and myself are in the process of recovering a Piper Tri-Pacer and welcome any and all of you to stop by any evening and get some hands on experience working with fabric. Just call us if you have any questions.

Did you hear the one about

This guy has just completed parachuting class and is jumping for the first time. He jumps out of the airplane and falls & falls & falls all the while trying to open his parachute but with no success. As he is falling earthward he looks up and is astonished to see a guy coming straight up as fast as he is going straight down. While they passed each other the guy who

Just Jumped out of the airplane hollers "Do you know anything about opening parachutes?" and the other guy heading straight up says "no, do you know anything about lighting gas stoves?"

FAA RULES ON ULTRALIGHTS: Briefly, the new rules imposed by the FAA regarding ultralights are as follows; an empty weight of no more than 254 pounds, a limit of 5 US gallons of gas (30 pounds), a stall speed of no more than 25 knots (27.6 MPH), and a straight and level speed not to exceed 55 knots (63.3 MPH). Ultralights are to be limited to single place. All 2 place ultralights will have to be licensed as homebuilts.

ETC. ETC. . . .

As of August 30, 1982 Cessna has built more C-172 Skyhawks than Germany built Messersmidts BF-109's in WW II. Some 33,000 plus.

One last bit of information before wrapping this newsletter up. On September 19, 1982 my wife had a 7 lb. 10 oz. boy. As soon as he gets home I plan to check him out in the PA-12.

I'll see everybody at the picnic on October 3rd in Denton!

Jeff Clausen